is partly attributable to an executive pilot.

(b) and (c) Guidelines issued by the Director General of Civil Aviation are applicable to all pilots. There are no separate guidelines for executive pilots.

Strike by Pilots/staff of Indian Airlines and Air India

27. SHRI AN ANT RAM JAISWAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state;

(a) what is the number of times the Pilots/Staff of Indian Airlines and Air India, separately, had gone on strike during the period from July, 1991 to January, 1993, together with the duration of each strike;

(b) what was the cause of each strike and what steps were taken by the Airlines/ Air India management to avoid there strikes;

(c) what was the magnitude of loss sustained by Government in each strike and the extent of suffering caused to the passengers; and

(d) whether Government have evolved any policy to avoid such strikes in future, if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD); (a) In Air-India during the period July 1991 to January, 1993 there was no strike by pilots/staff. During this period there were five occasions in Indian Airlines on which pilots/staff had gone on all India strike/mass sick leave. The details are given below:

(i) The entire cadre of pilots reported sick on 'he evening/night of 3rd/4th November, 1991 at Delhi;

(ii) One day's token strike was observed by the members of Air Corporations Employees' Union on 29th November, 1991;

(iii) Mass absenteeism was resorted to by pilots on 20th, 21st and 22nd December, 1991;

(iv) One day's toke$_n$ strike was obser-ed by the employees belonging to air Corporation Employess' Union and Indian\ Aircraft Technicians' Association on 16th June, 1992;

(v) A strike was resorted to by pilots belonging to Indian Commercial Piloti Association from 10th December, 1992 to 24th January, 1993;

(b) The details, are given in the attached Statement *[See below].*

(c) On account of agitations/strikes by the Pilots/staff, Indian Airlines suffered a financial loss of Rs. 54.03 crores during the period July 1991—January, 1993 as per details given below:—

	(Loss) (Rs. in crores)
1. Pilots strike on 4 Nov. 91	0.09
2. ACEU strike on 29 Nov., 91	0.82
3. Pilots Agitation/strike December 1991.	4.00
4. Strike by ACEU/IATA 16 June, 92	1.37
5. Agitation/strike by Pilots (October, 1992 to January, 1993)	47.75
	54.03

In addition, due to the strike of Air Traffic controllers in May, 1992, Indian Airlines incurred a loss of Rs. 3.60 crore*. The passengers were put to inconvenienc* due to these strikes/agitaions.

(d) Within the existing policy framework, mechanism is available to avoid the strikes etc. through bipartite and tripartite negotiations.

Statement

(i) *Reasons for reporting sick en-.nasse by pilots on evening/night of 3rd\4th November,* 1991:

31 pilots suddenly reported sick on the evaaine of 3rd November, 1991 and 26

pilots on 4th November, 1991 at Delhi againt the transfer of 8 B-737 pilots (4 from Delhi and 4 from Bombay) to Calcutta, In addition, 3 pilots regretted to operate the nights on 4th November, *1991* at Delhi.

(ii) *Reasons for one day tonen strike on 29th November, by Air Corporations Employees' Union:*

(1) Reformulation of the Industrial and Economic Policies of the Govern ment of India in consultation with trade unions;

(2) Stopping all measures of privatisation of public sector undertakings;

(3) Immediate finalisation of Tripartite DA Committee's recommendations;

(4) Scrapping of the BPE Circular on pension and implementation of Pension Scheme in Indian Airlines and Air India as agreed to in 1979;

(5) Withdrawal of reference *to* Na tional Industrial Tribunal commence ment of bipartite negotiations on char ter of demands;

(6) Payment of bonus *to* all employees;

(7) Withdrawal of ban on recruitment;

(8) Imposition of statutory ban on off loading of jobs and engagement of contract labour in jobd of {permanent nature;

(9) Immediate enactment of a Bill on Workers' Participation in Management;

(10) Stopping of disinvestment of shares in PSUs including IA and AI.

(iii) *Mass absenteeism by pilots on 20th, 21st and 22nd, Bee.* 1991;

On 20-12-1991, 7 pilots on temporary duty in Calcutta reported sick there. On 21st and 22nd December, 1991, 97 and 69 pilots respectively reported sick on all-India basis. The mass absenteeism was a pant of the agitation against the transfer of 8 pilots to Calcutta. It was also in protest against the Management's refusal to allow the seven pilots who had reported, sick to return to base on 'staff on duty' passage.

(iv) *Reasons for one day token strike on 16th June, 1992 by Air Corporation Employees' Union/Indian Aircraft Technicians' Association;*

Air Corporations *Employees' Union*

The reasons for going on strike were the same when the Union went on strike on 29-11-91.

Indian Aircraft Technicians' Association

(1) Withdrawal of the Repeal of Air Corporations Bill, 1992;

(2) Withdrawal of reference to National Industrial Tribunal and commencement of bipartite negotiations;

(3) Pending finalisation of charter of demands, payment of interim relief should be made;

(4) Introduction of suitable pension scheme for all IA employees;,

(5) Immediate gnalisation of existing DA rates;

(6) Enhancement of the existing bonus ceiling;

(7) Introduction of better career pros-pects;

(8) Banning of all measures of con-tracting out of existing workload;

(9) Maintenance of parity/relativity:

(10) Settelement of all other pending issues.

(v) *Reasons for the strike resorted to by pilots; From* 10-12-92 to 24-1-93.

(1) Alleged reduction in basic pay of Commanders;

(2) Alleged violation of existing awards and settlements regarding career pattern;

(3) Alleged violation by the Manage-ment of its commitments/ obligations regarding flying hours;

(4) Alleged creation of fear psychosis by the Management,